

Hongkong Daily Press.

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Hongkong, 21st June, 1961.

INTIMATION.

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WINE AND SPIRITS MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

A. SUPERIOR PALE DRY, Dinner

Wine, Green Seal Capsule, \$10.80

C. MANZANILLA, PALE

NATURAL SHERRY, White

Capsule, 12.60

CC. SUPERIOR OLD DRY,

Pale Natural Sherry, Red

Seal Capsule, 12.60

D. VERY SUPERIOR OLD PALE

DRY, Choice Old Wine, White

Seal Capsule, 14.40

E. EXTRA SUPERIOR OLD

PALE DRY, Very Finest

Quality (Old Bottled), 20.40

In addition to wines of our own bottling,

the following brands, bottled in Europe,

have been specially selected, and procured

from the celebrated firm of MESSRS. GEO.

G. SANDERMAN, SONS & CO., of LON-

DON and OPORTO, for whom we have

been appointed Sole Agents.

Per Case of 12.

LIGHT DRY, 25.00

SOLERA, 25.00

VERY PALE DRY, 30.00

FULL GOLDEN, 32.00

PALE DRY NUTTY, 42.00

FINE OLD BROWN

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

MARRIAGE.

On the 27th August, at the British Consulate,

Yokohama, ALICE LILIAN, widow of the late H.

SPAIN of Toronto, to J. W. WEAVER of Yokohama.

The Daily Press.

HONGKONG OFFICE: 14, DEN VAUX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 19th September, 1901.

In noticing the report on the trade of

Canton in 1900 by Mr. Consul-General

B. C. G. Scott yesterday we did not touch

on one point, which is nevertheless of

considerable importance to commercial men

and others in Hongkong. Instructions

were received, it appears from Mr. Scott's

report, to prepare a table showing the

quantity and value of the trade of Canton

with the United Kingdom, British Colonies

and Dependencies. It was at once found

that no statistics other than those of the

Imperial Maritime Customs were available,

and they were useless and misleading, show-

ing but a portion of the trade that reaches

and leaves the district. In Hongkong itself,

the depot of the foreign import and export

trade of the whole world with Southern

China, no information, public or private or

from the Chamber of Commerce, could be

obtained. No one, says Mr. Scott, seems

able to form an opinion even of the quantity

and value of the goods from and destined

for foreign countries, entering and leaving

Canton in native craft, transhipped in

Hongkong, except that they are very large.

It is a curious fact, but of course one long

recognised in this Colony, that the presence

of this Colony on the south coast of China

absolutely prevents the obtaining of any

statistics even as to the British trade alone

with Southern China. As far as we know

nobody has proposed any practical scheme by

which the anomaly can be removed. In the

absence of any reliable information, the

following rough approximation is given by

Mr. Scott, based on the customs return:

The import trade works out thus:

"Opium, all of British origin, 669,600L;

cotton piece-goods, 191,000L; all cotton

small portion of the trade. Mr. Scott

says:

"The whole value of the export trade was

3,268,000L in round numbers. Of this, silk,

silk piece-goods, waste silk, &c., represented

2,291,000L. But a small portion of this

was destined for any British market,

although the bulk of the trade was done by

British firms and financed with British

capital. It seems probable that of the value

of goods leaving Canton recorded by the

customs not more than 500,000L worth were

destined for the United Kingdom, &c."

This, says the report, is probably a very

liberal estimate, but it should be remem-

bered that the whole foreign trade, import

and export, is handled, transhipped, and

financed in Hongkong. It will readily be

seen that other countries' claims to an in-

terest in Canton have at present very little

weight against ours.

The Marquis Ito was expected to leave Japan

on a visit to the United States yesterday.

The enquiry into the recent disastrous collapse

of houses in Ochrane Street is to be reopened

at the Magistracy to-day.

Capt. Sir Boucher Wrey, of H.M.S. *Brisk*,

who left for home by the *Princess Irene* a fort-

night ago, is understood to have retired from

the Navy. Capt. Martin is now in command

of the *Brisk*.

Members of the Hongkong Football Club

who desire to take part in the Six-a-side

competition, and who have not already given

in their names, are requested to notify the Hon.

Secretary before the 23rd inst.

The following telegram from H. B. M.

Consul at Saigon is published in a *Government*

Gazette Extraordinary:—"Amoy quarantine

withdrawn. Hongkong reduced to one day's

observation. Manila unchanged."

We are glad to see that, as we suggested in

Monday's issue, H.E. the Governor has made

an Order in Council stating that "no dogs

brought from Macao will be permitted to land

in this Colony for a period of six months from

this date.

Yesterday the British transport *Rajah* left

for Calcutta, and the German gunboat *Itis* ar-

rived from Canton. The hospital ship *Carthage*

arrived on Tuesday night from Calcutta, and is

expected to leave for the North to-night or early

to-morrow.

The long vacation at the Supreme Court

begins to-morrow and continues till the 17th of

October. The offices will be open for business

daily between the hours of 10 a.m. and 1 p.m.,

except on public holidays, when they will be

closed altogether.

Mr. R. T. Reid, one of the best cricketers in

Singapore, left for home on long leave in the

German mail steamer *Princess Irene*. His

departure from Singapore is mourned as a great

loss to the Straits team that is coming up to

Hongkong.

H. M. Roxas, the Filipino musician who

some time ago stabbed Miss Zarza in the

abdomen, was called yesterday before Mr.

Kemp, Acting Police Magistrate, to answer

to the charge, but the case after a short pre-

liminary hearing was remanded.

In consequence of the lamented death of the

late President of the United States of America

and the general mourning ordered, the Gymkhana

fixed for Saturday next has been postponed until

the 28th September. It is unfortunate that the

fixture will clash with the opening match of the

Hongkong Cricket Club, the Hon. Secretary

states, but this is unavoidable, inasmuch as the

Race-course will not be available after that date.

A Kaifeng despatch states that the city is

entirely inundated and that the foundations of

the Imperial Palace, intended for the Court on

arrival there, have been washed away, and that

the telegraph poles are washed down. The

roads to be taken by the Court on their route

to the south-east are flooded or very muddy,

caused by the incessant rains. The high pro-

vincial officials are at their wits' end, but they

are doing their best to prepare the roads for

the Court.

The Shanghai Mercury defends the action of

Dr. Davidson has taken up the appointment

of Port Health Officer at Singapore.

The *Osaka Mainichi*'s London correspondent

maintains that Wu Ting-fang, Chinese

Ambassador at Washington, has been trans-

ferred to London, while Lo Keng-tu has been

moved from London to St. Petersburg.

A man who was bitten by infected mosquitoes

that had been set apart for the experiments of

Dr. Caldas, the Brazilian expert, died of yellow

fever on the 19th ult. "This looks like putting

the 'interests of science' a good deal higher

than a man's life.

We notice that the *New American* has again

changed hands. It is now called the *Manila*

Advertiser, and apparently has been taken over

by its present editor and proprietor from the

company that bought it about six months ago.

This is about the seventh time this paper has

changed hands, and the third alteration of name.

It is rumoured that there will be a Central

F. M. S. Audit Office, having its head quarters

in Kuala Lumpur. The office will consist of a

large staff, selected from the various Audit

Offices in the Federated Malay States. It is

also reported that this Central Audit Office will

be under the supervision of the Federal Account-

ant and Auditor.

Iba Sotaro, the murderer of Mr. Hoshi Toru,

has been sentenced to imprisonment for life

for the crime. The Sotaro was himself desirous

of having the death sentence passed upon him,

but whether he will take the unprecedented

course of appealing for a heavier sentence, or

whether the Higher Court would accept such

appeal, is very doubtful.

Natalio Valencia, first lieutenant in the

Philippines in-urgent army, will have to pay

the extreme penalty of the law for having

ordered the murder of two ineffective American

prisoners, and ordered his soldiers to dip their

hands in their victim's blood and drink it. It

appears that in spite of the boasted civilisation

of the Philippines, they have not yet passed the

barbaric period.

The Bangkok Times hears that Mr. Jourdan,

of Bangkok, has secured the contract to run

the new Bangkok-Singapore line of French

steamers. The concessionaire was M. Portal,

civil engineer, and the subsidy is £12,000 a year

for fifteen years. There are to be three steamers.

According to the terms of the concession they

must be of not less than 400 tons net, and have

an effective speed of 11 knots.

The Pacific Cable Board has appointed

Mr. C. H. Reynolds general manager of the

Pacific cable. Mr. Charles Henry Reynolds,

C.I.E., was born in 1844; entered the service

of the Indian Government in the Telegraph

Department in 1868, and was appointed Direc-

tor-General of Telegraphs in India in 1895, a

position which he held till his retirement from

the service in 1899. He received the special

thanks of the Commander-in-Chief and of the

Government of India in connection with the

military operations in Tirah.

At the Singapore Races on the 9th inst.,

Laura, the Italian seaman of the s.s. *Benmore*,

who was charged with fatally stabbing Mr.

R. W. Jones, the second officer of that vessel,

was found guilty of causing grievous hurt

under grave and sudden provocation. Judg-

ment was reserved till the morning of the 10th

when accused was sentenced to eighteen months'

rigorous imprisonment. Laura asked that the

sentence should count from the day he was

arrested, but this was refused. Laura appears

to have got off lightly, judging from the

evidence reported in the Singapore papers.

News comes from Australia of the finding on

Bikar Island, a small uninhabited atoll of the

Marshall group, of wreckage which is thought

to indicate that the British ship *Manchester*

came to grief there. Footprints and marks of

two boats' keels on the sand, and other signs

make it seem probable that the captain and his

wife and children and crew had been on the

island, and being unable to find water, had

pushed off again. There were footprints of a

woman and child plainly marked in the sand.

Also there were found bodies of birds which

had been sucked for blood to allay thirst. A

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

MCAULIFFE V. BENTLEY.

TO THE EDITOR OF THE "DAILY PRESS."

Torpedo Depot,
Kowloon, 17th September.

SIR,—In reference to J. McAuliffe's challenge in the *Daily Press* to me, I think it nothing else but bluff on the part of McAuliffe, to issue a challenge for that sum of money, knowing full well that I am not in the position to find the amount. Now, if the gentlemen of the boxing fraternity of Hongkong will agree with me as regards my challenge, I will stake \$200 of my own money, as well as all the gate receipts—that is about as much as I can afford—the winner to take the lot. This ought to be worth his while staying for, considering his present position as a boxer. With regard to stopping Doogan, Monk, Smart, and Whitney in six rounds, I will undertake to stop the above mentioned in four rounds each, as it is nothing to his credit stopping such men as they are. If McAuliffe means business and not paper-talk and agrees to the terms I stated in the *China Mail*, he can rely upon a match with me. Speaking of my reputation as a fighter, these are the principal men I have met and defeated—Starlet Thomas in 8 rounds; McLure in 7 rds.; A. Lewis, light-weight, in 5 rds.; Redman George in 15 rds.; Howers, light-weight, in 3 rds.; F. Seales in 5 rds.; T. Thomas, heavy-weight, in 6 rds.; won a competition at Halifax, Nova Scotia, beating S. Grooves in 2 rds.; J. Finlay in 3 rds.; F. James in 1 rd.; beat T. Loates for the Army and Navy Championship in 4 rds., and a second time in 2 rds. with bare knuckles; beat F. Martin for the heavy-weight Championship of Canada in 23 rds.; bare knuckles; beat M. Flynn in 4 rds.; T. Rooney twice, first in 20 rds., the second time in 8 rds.; beat S. Murphy in 3 rds.; T. Merin in 5 rds.; H. Barrett, of London, in 3 rds.; T. Scoble in 2 rds.; stood before T. Vincent, heavy-weight of the West of England, for 4 rds., also T. James for 4 rds.; knocked out T. Liddens in 8 rds.; A. Clifford in 8 rds.; got the decision against Pat Daily of America, who undertook to stop me in 10 rds.; beat T. Liddens a second time in 4 rds.; beat F. Lucas for the water-weight of the Midlands in 2 rds.; issued a challenge to Army and Navy and West of England at 10 stone which was accepted by J. Williams, whom I beat in 10 rds.; and many others too numerous to mention. I am now willing to box any man from 10 stone to 160 lbs.—no man, white or coloured, barred in the Colony.—Yours, etc.,

SAM BENTLEY.

DRAWBACKS IN MACAO.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 18th September.

SIR,—Sportsmen going to Macao, if they do not wish to experience inconveniences, should not take dogs with them, as the Municipal Council has ordered that all dogs found muzzled in the streets, although wearing a collar, are to be destroyed immediately. The reason for this drastic measure is explained as follows:—About four months ago a man who owned a dog tried one night, in a jocular spirit, to put his dog in a bath. The animal struggled and bit its owner, who died soon afterwards, exhibiting strong symptoms of hydrophobia. Just lately another man was bitten by a dog. The animal was killed, but it was not ascertained whether it was suffering from the malady. The Government very prudently sent the man to the Pasteur Institute in Saigon. To muzzle a dog for a long time may cause serious disorders, and it is a pity to slaughter indiscriminately this useful and faithful companion of man without giving the owners time to reclaim them. This order has been carried out in a most ruthless manner, but the public generally are not aware of it. Unfortunately, in Macao there is no Society for the Prevention of Cruelty to Animals. One of the evils of this Settlement is excessive legislation, and the Ordinances are so numerous and many of them so useless that they are generally either soon forgotten or disregarded. Some years ago a notice was published prohibiting shooting in the city; yet men and even boys are daily killing all sorts of birds in the public gardens and roads without police interference. The authorities in Macao are well-intentioned men, but they should devote their energies to more useful works. The lighting of the city is worse than ever, the water supply is very deficient, and almost all the public wells are contaminated by sewage from badly constructed drains. No wonder that typhoid fever is rife in the Colony. The sanitary conditions of many districts inhabited by Chinese are most deplorable. In fact, a district situated close to Old St. Paul's Church is one most prolific in plague; but instead of improving these places first, the authorities are going to do away with the plantation opposite the ancient Chinese temples, a plantation which, by reason of its verdure and its vastness, is very pleasant to the sight, and is in welcome contrast to the barren hills encircling the city. Blocks of houses for Chinese are to be erected in its place on ground that is low and swampy. Probably those who intend to reside there will not enjoy good health. Another complaint in the want of bookshelves. Not one is to be found in the whole Colony. A short time ago a gentleman in the British Consular Service, a polyglot, went to Macao on a visit and wanted to buy a copy of the *Lucia*, but could not find it.—Yours, etc.,

A RAMBLER.

POLICE COURT.

Wednesday, 18th September.

BEFORE MR. HAZELAND.

UTTERING FORGED BANKNOTE.
The coal-coolie who was charged on Tuesday last with uttering a forged \$10 note, purporting to have been issued by the Hongkong and Shanghai Banking Corporation, was called up yesterday to enter his plea.

Defendant pleaded not guilty, but stated that he had nothing to say.

His Worship committed him to stand his trial at the next session of the Supreme Court.

THEFTING WASHMACHINE.

P. S. Sullivan, No. 27, charged a washerman with theft of a pocket-knife.

The defendant went to wash for complainant and was in the habit of collecting the soiled clothes himself. The knife had been left in a coat-pocket which defendant had taken away to wash. Complainant when searching defendant found the knife on him.

Accused admitted having found it in a coat-pocket of defendant's, and was sentenced to fourteen days' hard labour.

ROBBERY OF "FEAR NOT."

Naval Yard P.C. No. 31 charged a coolie, Chao Hung, employed in the Yard, with theft of a quantity of "Fear Not" cloth. He saw defendant carrying a bundle and attempting to leave the Yard. The constable stopped the coolie, and found the bundle consisted of the cloth above mentioned, the property of the Government.

Defendant claimed to have found the cloth under a pile of shavings which he was removing, and was sentenced to six weeks' hard labour.

THEFT OF TWO WATCHES.

P. S. Gordon, No. 38, brought Woon Yau before his Worship on the charge of stealing two steel watches and one brass chain from Mr. Chas. Alexander, engineer, Hinghoo, Dock.

The stolen articles were valued at \$14. A constable testified his guilt, and was given six weeks' hard labour.

ILLICIT OPIUM.

Wong Ngan Yuk, a keeper of a house of ill-fame in Temple Street, was found in possession of 1½ taels of prepared opium without a valid certificate.

He was given the option of paying a \$50 fine or going to gaol for two months.

DISORDERLY AND ASSAULT.

Sam Gohben, a stoker on H.M.S. *Abdulla*, was charged with misbehaving in a house of ill-fame in Ship Street, and also with assaulting the keeper of the said house.

Defendant pleaded guilty to the first charge, but denied the second.

He was fined \$2, or seven days, on the first count. There being insufficient evidence on the second, it was dismissed.

LOTTERY TICKETS.

P. C. Lung Chun No. 196 caught Fung Lam hawking Macao lottery tickets in various shops, and took him to court.

Defendant denied having attempted to sell the tickets. His statement, however, in face of the constable's evidence, was disbelieved, and he was fined \$15, or in default to go to gaol for fourteen days.

BEFORE MR. KEMP.

PUGNACIOUS COOLIE.

Private Eby Singh of the 8th Hyderabad Contingent charged a coolie at Headquarters Department with assault and tearing his tunic.

It appears the coolie wanted to enter Headquarters without a pass. As the soldier stopped the defendant, the latter assaulted him and tore his tunic.

Defendant claimed that complainant struck him without cause, so he tore his tunic.

He was fined \$2, or eight days, and ordered to pay twenty cents compensation.

WIFE-BEATING.

Ki San Wan married Cheung Chung last December. He turned out to be a gambler and had been dismissed from the police force. He had various jobs, but would stick to none of them, and to add to his iniquity he started to beat his wife continually. At last, on his threatening to kill her, she informed the police.

She stated that she was afraid to live with defendant.

His Worship bound the husband over in \$200 personal security to keep the peace for twelve months.

QUEEN VICTORIA MEMORIAL FUND.

SUBSCRIPTION LIST.

Amount already subscribed	\$25,507.20
H. K. Land Investment Co., Ltd.	250
Members of Police Force p. Acting Captain Superintendent	231.20
Staff and Boys of Queen's College	231.20
P. A. J. May	170
Employees I.M. Customs p. R. R.	170
Moorhead	170
Employees China Sugar Refinery	115
F. von der Morden	100
Dorabjee Nowrojee	100
S. P. O. p. Actg. Postmaster-General	75
W. Francis Ltd.	50
Ellis Kadoorie	50
Holtz S. Jacob & Co.	50
Kelly & Walsh, Ltd.	50
Mutual Stores	50
Lau Chu Pak	25
Sho Poshum	10
Tse Tau Tai	10
W. Lysaght & Son	10
E. D. Sanders	10
A. H. Barlow	10
H. Edwards	10
H. W. Fraser	10
E. Deacon	10
H. C. Sandford	5
B. C. M. Johnston	5
G. H. Andron	5
Wm. Ingels	5
R. E. N. Pringle	5
E. M. Knox	5
H. A. Macintyre	5
H. A. Courtney	5
L. P. C. Anderson	5
J. Kennedy	5

\$30,170.40

Those who intend subscribing and have not yet done so will please send their subscriptions to either of the Honorary Treasurers, care of the Hongkong and Shanghai Bank on or before Wednesday, the 25th inst., on which day the lists will close.

C. P. CHATER, Hon. Treas.
T. JACKSON, Hon. Treas.

LATEST STEAMER MOVEMENTS.

The N.Y.K. steamer *Imagaki Maru* (Bombay line) left Bombay on Colombo and Singapore for this port on the 17th inst., a.m., and is expected to arrive here on the 4th prox.

The P. & A. steamer *Indrapura*, from Port Land, 29th ult., arrived at Yokohama yesterday morning, and will sail for Hongkong this evening.

The O.E.S. steamer *Catania* left Singapore yesterday morning, and is due in Hongkong on the 23rd inst.

SPORTING AND OTHER NOTES.

At the annual meeting of the Cricket Club the President went into the accounts very fully, and also explained what arrangements had been made for entertaining our visitors during the coming week. It appears that only \$450 was spent in tiffin, and some \$200 or so in tea and cake—tea and cake being supplied to all members free as well as to their lady friends! Well, all I can say is that a great deal of money is spent on free refreshments, and as members can't both eat their cake and keep it, this \$650 (which means the little and only profit the Club makes on the year's working, for \$4,000, and I am told, \$1,500 worth of gear were brought forward from the previous season) might be put to much better use by setting it aside for the much needed Pavilion. The present barn has no upper story from which members and their friends can view a match, and a tent has always to be put up. In the coming week, as the tent is not large enough for spectators, a match or other unsightly erection will have to be built; this, however, will show members and our visitors the need of a new and more commodious building, and emphasise the inadequacy of arrangements and capacity of our present barn.

Among other points touched upon, the President begged the members and the public not to spoil the ground by making tracks across it, or in other words not to take a bee-line from one gate to another—hoped members who could put up visitors would come forward and offer to do so; trusted that members would subscribe liberally to the entertainment fund and thus save drawing on the Club funds (which, as some member said, would mean a still further delay in the building of a new pavilion); would be glad if some member of the Club would present another Championship Cup for lawn tennis (the last, which I am told was presented by Mr. D. E. Brown, having been won outright by Pinckney); and finally stated that it was not a team from the members of the Hongkong Cricket Club only that was to play in the forthcoming Cricket Week but a team from all Hongkong, and that if the names of any good or likely cricketers were sent in they would be given a trial.

The Hon. Secretary is to be congratulated on the state of the ground generally, and of the pitch particularly: the turf has been treated as turf and has not, as in some past seasons, been allowed to rot to grass, but it is a pity that the whole ground has not been regularly cut as close as the pitch. If this had been done the turf would be much finer and would also stand much more wear. As a well-known writer on cricket says:—"Coarse grass makes a very poor ground to keep turf in order; incessant rolling and mowing are necessary throughout the Summer and early Spring." If the turf at home requires, as it does, cutting three or four days a week through the Summer and early Spring, how necessary it must be to keep it constantly and closely cut through our hot and wet season.

It has more than once struck me while watching the polo in Hongkong that some of the ponies are over the usual height of polo ponies. The standard height in Hongkong is 14.2, but I am sure some that I have seen playing must be very nearly 15 hands. The reason for this was explained to me the other day, and it shows that what I had surmised was probably correct. The explanation given was that the practice in vogue here in measuring a pony was to allow fractions of an inch to count in favour of the pony, that is to say, a pony measuring just under 14.3 would pass as a 14.3 pony. Now this is a most extraordinary way of measuring, besides militating against the best interests of the game. What chance has a man on a 14-hand pony against a man on a 14.3? Every fraction of an inch you get above 14.2 is getting nearer a horse. This is in a sense apparent, but what I mean is that there is more difference between a 14.3 and a 14.2 than there is between a 14.2 and a 14.1 pony. You may say the measuring must be done in the way it is, or there wouldn't be enough ponies to make a game very often. Quite so; by all means let a 15-hand animal play to make one more, but don't do it, I say, by adopting a method of measuring that isn't used anywhere else.

The rule as regards measuring usually is that "fractions of an inch count against the horse so far as class is concerned, but in his favour where weight is concerned." The rule in Hongkong is apparently "fractions of an inch count in favour of the horse so far as class is concerned," which makes just a bit of difference.

If we were to issue a challenge to Shanghai or Singapore to play them at polo and they accepted and came here and found our 14.2 meant 14.3 what a rumpus there would be! I hear this system of measuring is the same in racing, which is, if possible, even more extraordinary.

Snipe are getting a bit scarcer, and I hear of bags of 25 and 27 couple last week and on Sunday of 22, 20, 15, 15, 16, 8, and sundry small bags of 5 couple downwards. The total bag last Sunday must have reached 150 to 160 couple.

VETERAN.

The September shoot of the above Company for the "Gubby" and "Kewick" Cups was held at Sai Hang on the 14th and 15th inst., and resulted in Gunner H. Gidley retaining the "Gubby" Cup, while Sergeant Sherwin won the "Kewick" Cup, aggregate with 95. The latter cup is shot for kneeling at 200 yards. Highest scores were—

*Gunner H. Gidley 800 400 100 H. cap. 102

*Sergeant Sherwin 24 32 20 16 102

*Sergeant Sherwin 28 28 20 18 100

Sergeant Torrell 28 15 22 25 88

Sergeant Beran 24 25 18 25 87

Bomb. Shoobert 27 31 24 24 86

Bomb. Berkley 20 21 17 25 83

* Spoon winners.

HONGKONG VOLUNTEER CORPS.

"O" Co.

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Bomb. Berkley 20 21 17 25 83

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LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THOSE SUBMARINE BOATS.

London, 18th August.

M. Canillo-Pollet, the official reporter on the Ministry of Marine's budget, doubts the efficacy of the French submarine boats, and says that the feats of the *Gueule de Loup* and the other submarine boats would be impossible in time of war.

TRENCH ASPIRATIONS IN THE NEW HEBRIDES.

London, 24th August.

M. Etienne, the leader of the French colonial party, advocates that France should secure the abrogation of the Anglo-French self-denying ordinance regarding the control of the New Hebrides. M. Etienne contends that New Caledonia will never be prosperous or strategically safe until the New Hebrides are French possessions.

BRITISH SOCIALISTS SHOW SENSE.

London, 25th August.

The Belgian socialists desired to inaugurate universal strike as a protest against the war. As British socialists sent a discouraging answer, the movement collapsed.

"A SECOND DREYFUS CASE."

London, 25th August.

All the members of the court-martial which convicted the soldier Marten of the murder of Captain Knoght, and which sentenced him to death, have petitioned the Governor, Knapton, to commute the sentence. Germany is excited at the injustice done by this sentence in what is termed "a second Dreyfus case."

CRICKET NEWS.

London, 25th August.

During last week 31 centuries were made in first-class cricket. C. B. Fry's average is 75½ and Ranjitsinhji's average is 55½.

The *Referee* states that the day appears to have passed for semi-private ventures such as the team MacLaren is taking to Australia. The *Referee* adds that it cannot call the team representative unless it includes a free selection from the Yorkshire county team.

London, 27th August.

C. Robson, of Hampshire, and L. C. Brand, of Somerset, will accompany A. C. MacLaren's cricket team to Australia. The team will sail in the *Onura*.

London, 28th August.

Major Wardill, secretary of the Melbourne Cricket Club, called on Monday to MacLaren, asking to be supplied as soon as possible with the names of the members of his team for the Australian tour, but so far no answer has been received. The Orient Shipping Company has been advised that 15 passages have been taken for the team in the *Onura*, which leaves England on September 27th.

BRITAIN, RUSSIA, AND GERMANY IN THE FAR EAST.

London, 29th August.

A letter which is published in the *Times* to-day quotes official documents showing that Great Britain would be unable to rely upon Germany for help in any circumstances in the event of a conflict of Anglo-Russian interests in the Far East. The statements in the letter are endorsed by the *Times*.

MR. KRUGER'S IDEA.

London, 29th August.

The *Standard* states that Mr. Kruger is convinced that the situation shown to his secretary, Jonkerus Vanderwerf, by the Tsar on the occasion of the wedding of a Prince of Oldenburg with a Russian Grand Duchess implies that the Tsar and President London will discuss the question of intervention.

FOREST FIRES IN RUSSIA.

London, 29th August.

Forest fires in Russia caused damage estimated at £10,000. The *Daily Mail* correspondent states that it is suspected that timber merchants originated the fires in order to secure salvage.

FRENCH SUGAR BOUNTIES.

London, 29th August.

The French Sugar Bounties show a deficit of 1,600,000 francs (£5,000,000). M. Caillaux, the Minister for Finance, will reduce the bounties by 50 per cent, and hopes that next season's receipts will recoup the loss.

A WAR OFFICE AIRSHIP.

London, 27th August.

The War Office has ordered an airship on the Balkan system. It will be 200 ft. in length, 72 ft. high, and have driving fans like bats' wings.

SEDITION IN MALTA.

London, 27th August.

The anti-English press at Malta is denouncing Mr. Chamberlain's policy in regard to the island. In view of the negotiation the authorities have suppressed 106 marine artillerymen for special duty.

MR. KRUGER ON THE PROCLAMATION.

London, 27th August.

Mr. Kruger has been interviewed by a correspondent of the *Daily Telegraph*. In the course of the interview Mr. Kruger said:—"The proclamation issued by Lord Kitchener, calling upon our leaders to surrender by 15th September, is the blackest crime of all. It has been issued without any pretext, for the Boers are regularly and systematically led. The issue of the proclamation will only intensify the resistance of our burghers. The story that the Republic has entered into a conspiracy against Great Britain is an abominable lie. I proclaim it before the Almighty. My witnesses are Lord Salisbury and Mr. Chamberlain. They know it. We did our utmost to conclude peace on a basis of give and take, on the basis of independence for the Republic, and a free pardon for the colonial Afrikaners who have aided us. We will on the other hand, make reasonable sacrifices, and will give satisfactory guarantees."

EARL RUSSELL.

London, 28th August.

Earl Russell, who is undergoing sentences for bigamy, has been removed from the magistracy.

BELLEVILLE BOILERS.

London, 28th August.

The Admiralty is fitting the Belleville boilers in warships with forged bronze valves and spindles.

THE WORLD'S WHEAT HARVEST.

London, 28th August.

Mr. Curthwaite estimates that the world's harvest for the year ending July, 1902, will be 13,000,000 quarters above requirements, assuming that Argentina, Australia, and India have fairly good yields.

EXPORT CARGOS.

For steamer *Chino*, sailed on the 6th August. For San Francisco—2 cases silk goods. For La Libertad—2 cases silk goods. For Acacia—4 cases silk goods. For Punta Arenas—2 cases silk goods. For Panama—11 cases silk goods. For New York—2 cases silk goods, 15 bales raw silk.

For P. & O. steamer *Coromandel*, sailed on the 17th August. For Manchester—100 bales waste silk. For London opt. Manchester—148 bales waste silk. For Lyons—539 bales raw silk. For Marseilles—121 bales raw silk, 50 bales waste silk, 3 cases feathers. For London—497 half-chests tea from Poochoo, 50 cases jute, 30 bales raw silk, 6 cases feathers, 35 cases jute, 6 cases empty iron flasks, 6 cases charts, 1 case cigars, 1 case blankets, 4 cases bird feathers, 23 pkgs. sundries. For Gibraltar—1 case curries.

WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST SEPTEMBER.

LEVEL.	1900.	1901.
Tytam	Below overflow. Below overflow.	Below overflow. Below overflow.
Pokfulam	0 ft. 7 in. 3 ft. 9 in.	Below overflow. Below overflow.
Wongmiaoheung	0 ft. 2 in. 1 ft. 3 in.	Below overflow. Below overflow.
STORAGE GALLONS.		
Tytam	379,900,000	315,670,000
Pokfulam	65,640,000	69,640,000
Wongmiaoheung	28,360,000	9,780,000
Total	473,770,000	395,090,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF AUGUST, 1900.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Four Sections, commencing from Green Island, Vessels anchoring nearest Kowloon are marked k, nearest Hongkong, h, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	BOMBAY	Brit. str.	2 m.	H. S. Bradshaw	P. & O. S. N. Co.	On 21st inst. at Noon.
LONDON, &c. via Ports of Call.	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON, &c. via Ports of Call.	AAJAE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st October.
LONDON, &c. via Ports of Call.	PYRRHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON, &c. via Ports of Call.	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October.
LONDON, &c. via Ports of Call.	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON, &c. via Ports of Call.	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON, &c. via Ports of Call.	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LIVERPOOL, DIRECT	DARDANUS	Ger. str.	2 m.	E. Prehn	MELCHERS & CO.	On 2nd Oct. at Noon.
LIVERPOOL, DIRECT	PREUSSEN	Ger. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
WRENN, VIA PORTS OF CALL.	TAMBA MARU	Japan. str.	2 m.	Duchateau	MELCHERS & CO.	On 23rd inst. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S. PORE, &c.	INDIA	Brit. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st inst.
MARSEILLES, &c. via Ports of Call.	ANDALUSIA	Brit. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 5th October.
HAYRE, BREMEN & HAMBURG	ARABIA	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 19th October.
HAYRE & HAMBURG	KONGSBERG	Ger. str.	2 m.	Jacob	HAMBURG-AMERIKA LINIE	On 2nd November.
HAYRE, BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	von Binzer	HAMBURG-AMERIKA LINIE	On 30th November.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.		SHEWAN, TOMES & CO.	On or about 15th October.
NEW YORK via SUEZ CANAL	ANAPA	Amer. ship	1 m.	Kendall	CARLISLE CITY	Quick despatch.
NEW YORK via SUEZ CANAL	L. SCHEPP	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 25th inst.
NEW YORK via SUEZ CANAL	MOQUI	Brit. str.	2 m.	Moore	JARDINE, MATHESON & CO.	On or about 15th October.
NEW YORK via SUEZ CANAL	LONGSHIPS	Amer. ship	1 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
NEW YORK via SUEZ CANAL	MANUEL LLAGUNA	Amer. ship	1 m.		SHAW, BROS. & CO.	On 28th inst.
NEW YORK via SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	2 m.	T. Darke	CANADIAN PACIFIC R. CO.	On 25th inst.
NEW YORK via SUEZ CANAL	TARTAR	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th November.
VANCOUVER, via SHANGHAI, &c.	OLYMPIA	Brit. str.	4 m.	E. Beetham, R.N.R.	DODWELL & CO., LIMITED	On 1st October.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TEENKA	Brit. str.	2 m.	J. Cranbridge	JARDINE, MATHESON & CO.	Quick despatch.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.	H. C. Harris	TOTO KISEN KAISHA	On 12th Oct. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amer. str.	2 m.		P. & O. S. N. Co.	On 24th inst.
SAN FRANCISCO via SHANGHAI, &c.	CATHARTIC CITY	Jap. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	To-day.
SAN DIEGO, &c. via MOJI, &c.	ROSETTA MARU	Jap. str.	2 m.	St. John George	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
AUSTRALIAN PORTS	ALBIE	Brit. str.	2 m.	W. Hayward, R.N.R.	GIRD, LIVINGSTON & CO.	On 3rd Oct. at Noon.
YOKOHAMA via SHANGHAI & KOBE	CEYLON	Brit. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at Noon.
TIENSIN	KWEIYANG	Brit. str.	2 m.		STEWART & CO.	On 25th inst.
SHANGHAI	LYCENON	Ger. str.	2 m.	Riquier	MELCHERS & CO.	On 22nd inst. at 6 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On or about 27th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAMBURG	Ger. str.	2 m.	H. Magin	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MAIDZU MARU	Jap. str.	1 m.	K. Suzuki	MITSUBI BUSSAN KAISHA	On 2nd October.
ANPING via SWATOW & AMOY	MAIDZU MARU	Jap. str.	1 m.	S. Atsumi	MITSUBI BUSSAN KAISHA	On 25th inst. at Daylight.
FOOCHOW via SWATOW & AMOY	DAIJI MARU	Jap. str.	1 m.	K. Sobajima	BUTTERFIELD & SWIRE	On 22nd inst.
TAMU via SWATOW & AMOY	HACHING	Brit. str.	2 m.	Davis	DOUGLAS LAPRAIK & CO.	On 21st inst.
AMOY & SHANGHAI	HAITAN	Brit. str.	2 m.	Roach	DOUGLAS LAPRAIK & CO.	To-morrow, at Noon.
SWATOW, AMOY & FOOCHOW	LOONGSANG	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	To-morrow, at 5 P.M.
MANILA	TIENSIN	Brit. str.	2 m.	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 5th October.
SINGAPORE & BOMBAY	LAISANG	Brit. str.	2 m.	Payne	JARDINE, MATHESON & CO.	On 2nd inst. at Noon.

SHIPPING.

ARRIVALS.

Sept. 17, CEYLON, British str., 2,637, W. Hayward, London, 10th August, General.—P. & O. S. N. Co.
Sept. 17, CANAL, British hospital ship, 2,883, J. R. London, R.N.R., Calcutta 4th September.
Sept. 18, CITY OF CALCUTTA, British str., 2,079, Dawson, Singapore 12th September, General.—CHINESE.
Sept. 18, HAICHING, British str., 1,270, Davis, Fochow 15th Sept., Amoy 16th and Swatow 17th, General.—DOUGLAS LAPRAIK & CO.
Sept. 18, HAMBURG, German str., 6,527, H. Magin, Hamburg and Singapore 14th Sept., Mails and General.—MELCHERS & CO.
Sept. 18, HERMAN MENZEL, German str., 1,125, Shutt, Newchwang 12th Sept., Beans.—E. A. TRADING CO.
Sept. 18, LITIS, German gunboat, from Canton.
Sept. 18, KWEIYANG, British str., 1,062, A. W. Outerbridge, Tientsin 2nd Sept. and Newchwang 11th, General.—BUTTERFIELD & SWIRE.
Sept. 18, KYOTO MARU, Japanese str., 1,640, Fuziki, Kuratsa 12th September, Coal.—M. B. KAISHA.
Sept. 18, SULLBERG, German str., 782, Jensen, Newchwang 10th Sept. and Tientsin 11th, General.—STEWART & CO.
Sept. 18, TAMBA MARU, Jap. str., 3,800, John W. Wale, Moji 14th September, General.—NIPPON YUSEN KAISHA.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
18th September.
Hailong, British str., for Singapore.
Idomenia, British str., for Singapore.
Kweiyang, British str., for Canton.
Maidzuru Maru, Japanese str., for Swatow.
Perla, British str., for Manila.
Radnorshire, British str., for Nagasaki.
Shantung, British str., for Saigon.

DEPARTURES.

18th September.
CHOYANG, British str., for Canton.
HAILONG, British str., for Peking.
HIE, French str., for Kwong-chow-wan.
KONGSBERG, German str., for Canton.
KOU MARU, Japanese str., for Kobe.
LYCENON, German str., for Canton.
MAIDZU MARU, Japanese str., for Swatow.
PERLA, British str., for Europe.
PRINZ HEINRICH, German str., for Europe.
RAJAH, British transport, for Calcutta.
VALM of DOON, British large, for Kojang.

VESSELS IN DOCK.

18th September.
KOWLOON DOCK.—Canton River, Victoria, Georges Valentine, Zafir, Eleana, Changha, Huiyin.
COSMOPOLITAN DOCK.—Loongoon.

SHIPPING REPORT.

The British steamer Kweiyang, from Tientsin 2nd Sept. and Newchwang 11th, had moderate to fresh breezes from N.W. to N.E. from Shantung Province to Yangtze; from thence to Lamook Island fresh to strong N.E. winds and rough sea with fine weather; from Lamook to port gentle northerly winds and fine weather.

VESSELS PASSED ANKER.

August 20, Dutch str., Morapi, Udena, from Rotterdam for Batavia.
August 21, British str., Duke of Devonshire, Makepene, Aug. 20, from Batavia for London.
August 21, American barque, Adolph Oborg, Amstury, May 10, from Hongkong for Amoy.
August 21, Dutch str., Koningin Regentes, Kotting, Aug. 21, from Batavia for Amsterdam.
August 22, British str., Zucca, from the East.
August 25, Norw. barque, Heron, Nilsen, from the West.
August 27, British barque, Mobile Bay, Boyd, May 18, from London for Hongkong.
August 27, British str., Richmond, Aug. 25, from Singapore for Christmas Island.
August 28, Dutch str., Sindoro, Sikemeier, Aug. 28, from Batavia for Rotterdam.

VESSELS ON THE BERTH.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on THURSDAY, the 19th September.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 17th September, 1901. [14]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above ports TO-MORROW, the 20th inst., at 10 A.M.
For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 17th September, 1901. [238]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"HAICHING."
Captain Davis, will be despatched for the above ports TO-MORROW, the 20th inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 17th September, 1901. [238]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above TO-MORROW, the 20th inst., at 5 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 17th September, 1901. [237]

FOR NEW YORK.

"MANUEL LLAGUNA"
will load during September and October, sailing about 25th October.
For Freight, apply to SHEWAN, TOMES & CO.
Hongkong, 11th July, 1901. [178]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA via SHANGHAI, &c. CEYLON, 20th September, Freight or Passage.
W. Hayward, R.N.R.
LONDON, 21st September, Freight or Passage.
H. S. Bradshaw
SHANGHAI, 27th September, Freight or Passage.
BENGAL, 27th September, Freight or Passage.
A. L. Valentini
LONDON, 28th September, See Special Advertisement.
CHUSAN, 28th September, See Special Advertisement.
C. L. Daniel

* SINGAPORE AND TIENSIN, 5th October, Freight only.
W. W. Cooke, R.N.R.
BOMBAY, 5th October, Freight only.
W. W. Cooke, R.N.R.

* Calling at Penang, and Colombo if efficient inducement offers.
For Further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 13th September, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept., 1901
"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 25th Oct., 1901
"TARTAR" 4,425 Tons, Comdr. E. Beetham, R.N.R. WEDNESDAY, 6th Nov., 1901
"EMPEROR OF INDIA" Comdr. O. F. Marshall, R.N.R. WEDNESDAY, 20th Nov., 1901
"ATHENIAN" 3,882 Tons, Capt. H. Mowatt WEDNESDAY, 4th Dec., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Liners, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

* SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage, and the "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pender Street.
Hongkong, 10th September, 1901. [16]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,817	J. Truebridge	October 1st
QUEEN ADELAIDE	2,832	F. McNeil	October 8th
VICTORIA	3,502	J. Panton	October 15th
BRANMAR	3,901	W. Watt	November 12th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 43 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the Klamath Gold-Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. Michaels.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 13th September, 1901.

[1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 2nd October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October
SACHSEN	WEDNESDAY 30th October
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November
BAYERN	WEDNESDAY 27th November
STUTTGART	WEDNESDAY 11th December
KONIG ALBERT	WEDNESDAY 25th December
PRINZ HEINRICH	WEDNESDAY 8th Jan., 1902
PREUSSEN	WEDNESDAY 22nd Jan., 1902
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 5th Feb., 1902
SACHSEN	WEDNESDAY 19th Feb., 1902

ON WEDNESDAY, the 2nd day of October, 1901, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA, PORT SAID, SUEZ, ADEN, COLOMBO, PENANG, SINGAPORE, and other Ports in the LEVANT, BLACK SEA and BALTIC PORTS.

Shipping Orders will be granted till Noon on MONDAY, the 30th September, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 1st October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 10th September, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ANDALUSIA	HAYRE, BREMEN & HAMBURG	On 21st Sept. Freight
Capt. Ehlers	(Calling at Singapore and Penang)	
ARABIA	HAYRE & HAMBURG	On 5th Oct. Freight
Capt. Sachs	(Calling at Singapore and Colombo)	
KOENIGSBERG	HAYRE, BREMEN & HAMBURG	On 19th Oct. Freight and Passage
Capt. Christiansen	(Calling at Singapore and Penang)	
BAMBERG	HAYRE & HAMBURG	On 2nd Nov. Freight
Capt. Jacobs	(Calling at Singapore and Colombo)	
SEGOVIA	HAYRE & HAMBURG	On 16th Nov. Freight
Capt. Foerck	(Calling at Singapore and Penang)	
MARBURG	HAYRE & HAMBURG	On 30th Nov. Freight
Capt. von Binzer	(Calling at Singapore and Colombo)	

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [105]

Hongkong, 12th September, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TAMBA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 20th Sept., at Daylight
J. W. Wale		

YAWATA MARU NAGASAKI, KOBE and YOKO FRIDAY, 20th Sept., at Noon
A. E. Moses HAMA

INABA MARU KOBE and YOKOHAMA FRIDAY, 27th Sept., at Daylight
W. Bainbridge

ROSETTA MARU SYDNEY and MELBOURNE, via MANILA, THURSDAY, 27th Sept., at 4 P.M.
N. Tate TOWNSVILLE and BRISBANE

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.
Hongkong, 24th August, 1901. [18]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.
GLASGOW and LIVERPOOL	"ALCHAS"	On 20th September.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL	"LAERTES"	On 9th October.

FOR	STEAMERS	TO SAIL
LONDON	"AJAX"	On 1st October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 1st November.
LONDON	"MACHAON"	On 25th November.
LIVERPOOL Direct	"ULYSSES"	On 15th October.
LIVERPOOL Direct	"DARDANUS"	On 15th November.

The S.S. "CALCHAS" left Singapore on the 18th instant, a.m., and is due in Hongkong on the 23rd instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 16th September, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI & SHANGHAI	"WHAMPOA"	On 21st September.
TIENTSIN	"KWEIYANG"	On 25th September.

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th September, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG"
OF THE HAMBURG-AMERICA LINE.
Captain H. Magin, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHE LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 16th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI, VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU"
Captain K. Kobayashi, will be despatched for the above ports on SUNDAY, the 22nd inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 16th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG"
Captain Payne, will be despatched as above on TUESDAY, the 24th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 17th September, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS"
Captain Rignier, will be despatched for the above ports on or about TUESDAY, the 24th inst.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 18th September, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports), and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 9th September, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the Owners, the Agents, nor the Owners will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

CELESTINE, British ship, Jeffrey.

HELEN A. WYMAN, American ship, Vanbon.

ARTHUR, American ship, Co.

L. F. CHAPMAN, American ship, Chapman.

ARNOLD, American ship, Co.

L. SCHEPP, American ship, Co. S. Kondah.

Carlowitz & Co.

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABLIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.

THE P. M. S. S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route, from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th September, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBE, PONCHIERRE, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd September, 1901, at 1 p.m., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 11th September, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE.

Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "TEENKAI," 4,642 tons, Commander H. C. Harris, is due here on 24th instant, and will have quick despatch.

For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th September, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lines prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA MUTUAL STEAM NAVIGATION CO.'s fortnightly service to and from CAPE TOWN, sailing from CAPE TOWN for OCEAN PORTS every fortnight.

For Freight and further particulars, apply to
DODD & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 11th September, 1901.

VESSELS ON THE BERTH

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ANAPA" will be despatched for the above port on or about 15th October, 1901.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th September, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a regular service of steamers from So the (Pacot Sound) to Japan, China and the Philippines, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICE, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

FOR NEW YORK.

THE 3/4 A II American ship

"L. SCHUEPP" Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 18th July, 1901.

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, LAUME, PORT SAID, ADEN, KARACI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "TRIESTE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:— From Venice, ex s.s. Melcovich, transhipped at Trieste.

From Bombay, ex s.s. Gisela.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 23rd September, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd September will be subject to rent.

Bills of Lading will be countersigned by
SANDELL, WIELER & CO.,
Agents.

Hongkong, 16th September, 1901.

FR. J. M. HAMBURG, BREMEN, ROTTERDAM, ANTWERPEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"KOENIGSEBERG" Captain Christensen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, 12th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 12th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 17th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 14th September, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ULYSSES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 14th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 24th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1901.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"PALAW N" FROM LONDON, PORT SAID, SUEZ, BO' BAY, COLOMBE AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings Cargo:— From London, ex s.s. China.

From Australia, ex s.s. Australia.

From Calcutta, ex s.s. Syria.

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. TO-DAY, 13th inst.

Goods not cleared by the 19th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 13th September, 1901.

HONGKONG.

Amara, British ship, 1,566, Matlock, Sept. 15.

Jardine, Matheson & Co.

Arcton, Austrian ship, 2,208, Soprinob, Aug. 22.

Mitsu Bussan Kaisha

Babelsberg, Ger. ship, 1,379, Beekmann, Sept. 7.

East Asiatic Trading Co., Ltd.

Canlon, British ship, 1,110, Lawrence, Sept. 13.

Jardine, Matheson & Co.

Cardiff City, British ship, 1,894, Paterson, Sept. 12.

Butterfield & Swire

Ceylon, British ship, 2,637, Hayward, Sept. 17.

P. & O. S. N. Co.

Changsha, British ship, 1,468, Moore, Sept. 12.

Butterfield & Swire

Chas. Rogier, Brit. ship, 1,292, Smith, Sept. 8.

Japanese

Chelydra, British ship, 1,564, Cox, Sept. 14.

Jardine, Matheson & Co.

City of Calcutta, British ship, 2,079, Dawson, Sept. 18.

Chinese

City of Peking, Amr. ship, 3,123, Smith, Sept. 15.

P. M. S. S. Co.

Deutch German ship, 794, Schalkier, Sept. 15.

Siemens & Co.

Eleono, American ship, 510, Altonaze, Sept. 3.

Brandao & Co.

Elsa, German ship, 1,702, Schonwandt, Sept. 17.

Jensen & Co.

Empress of Japan, British ship, 3,403, Pybus, Sept. 1

